



U.S. Department of
Homeland Security
**United States
Coast Guard**



Incident Report: Davy Crockett Emergency Response

(Information is considered to be accurate at the time of posting, but is subject to change as new information becomes available.)

Update as of July 9, 2011

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| Incident duration: | 164 days |
| Personnel Currently Assigned | 35 response contractors, federal & state |
| Injuries | 0 |
| | |
| Total oil water mixture recovered to date | 1.6 million gallons* |
| Total steel removed | 3.8 million pounds |
| Debris and oiled debris removed | 735,702 pounds |
| Bunker oil recovered | 13,334 gallons |
| Asbestos removed | 4,850 pounds |
| | |
| Samples analyzed to date (e.g. water, oil sediment) | 179 |
| Obligated costs to date (including coffer dam construction) | \$16.6 million |
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| * This figure represents the amount of oily water mixture that has been recovered directly from the Barge Davy Crockett during response operations. An initial unrecovered release of an estimated 70 gallons of oil was documented on January 27, 2011 the day the vessel was discovered to be leaking oil. | |

OPERATIONS UPDATE – July 9, 2011

Nearly 50,000 pounds of steel were removed from the bow section of the Davy Crockett on Saturday, July 9, 2011 (see photo gallery). Sections of the vessel removed by divers included port and starboard side shells from cargo hold #1. Only the aft port side shell is left to be removed as seen in the July 9 deconstruction diagram.

Top-side crews continued to pressure wash steel as it was transferred to the cleaning barge Chetco. A total of 2,650 pounds of oiled-debris was also collected from the work site.

RIVER LEVEL STATUS

The Columbia River at Camas has been running high due to snow melt and runoff from rainfall. The cofferdam remains structurally sound and no reinforcement is required. The impermeable oil and silt barrier is repositioned as needed to ensure that any oil released during work on the Davy Crockett is contained. No tar balls or oil sheen have been observed outside the oil and silt barrier or downstream from the work site.

The Davy Crockett Unified Command is continuing to monitor river levels very closely in coordination with NOAA's Northwest River Forecast Center, U.S. Army Corps of Engineers and the Port of Camas-Washougal.

ENVIRONMENTAL PROTECTION

All activities involving the destruction and removal of the Davy Crockett are designed to minimize environmental impacts. The impermeable oil and silt barrier inside the metal cofferdam along with sorbent oil collection booms have prevented tar balls and oil sheen from discharging into the Columbia River downstream of the work

site. Oil containment boom is deployed outside the cofferdam as a preventative measure in case there is a release of oil from the work site. Additional on-water oil recovery resources and oil containment boom are staged nearby as further protection.



The aft section of starboard side shell from cargo hold #1 is lifted to the cleaning barge Chetco. (7/9/11)

Water quality samples upstream, downstream and inside the cofferdam are being collected on a periodic basis in order to evaluate the effectiveness of work activities to minimize water pollution. After the Davy Crockett is removed, sediment samples will be collected inside the cofferdam to determine if sediment cleanup is needed before the cofferdam is removed.

Water and residual oil that is generated from pumping out holds and tanks of the Davy Crockett, plus wash water from cleaning operations and stormwater collected on the Davy Crockett and work barges is put through an on-site water filtration system. The filtered water is then stored on-site pending final disposal through the city of Portland's wastewater treatment system.

The Washington Department of Ecology has taken responsibility for the cost of the wastewater storage and disposal of the filtered wastewater that will be generated during the rest of the project. Ecology decided to take this action rather than agree to the discharge of filtered water directly back into the river, an option preferred by the Coast Guard. While the Coast Guard has consistently maintained environmental protection as a priority, Ecology determined that storing this filtered wastewater and delivering it to an upland treatment system provided the highest level of protection of the river and is consistent with Washington State water quality program requirements.

DAVY CROCKETT HISTORY

The Davy Crockett is a former Navy Liberty Ship that was converted to a flat deck barge. As with many aging vessels, ownership has changed several times over the years. The most recent ownership change is believed to have occurred in mid-2010. The vessel is located on Washington state-owned aquatic lands.

For up to date information, refer to the Ecology website at:

<http://www.ecy.wa.gov/programs/spills/incidents/DavyCrockett/DavyCrockett.html>